



Seattle: I-90/SR 519 Intermodal Access Phase 1 South Atlantic Street—Fact Sheet

Project cost

The \$83.1 million State Route 519 Intermodal Access project involved the following primary funding partners:

- Federal (\$44.9 million total, \$13.9 million via the Puget Sound Regional Council)
- State (\$17.6 million)
- Port of Seattle (\$7.8 million)
- Freight Mobility Strategic Investment Board (\$4.9 million)
- Burlington Northern Santa Fe Railway (BNSF) (\$4.4 million)
- Freight Action Strategy (FAST) Corridor (\$3.5 million)

WSDOT currently estimates cost overruns at \$12.6 million due mostly to the disposal of contaminated materials and unexpected objects found in the ground. Examples of the various objects include old timber piles, large concrete foundations, abandoned utilities and underground oil tanks.

Project benefits

- improves safety and reduces congestion
- traffic entering and exiting I-5 and I-90 from south downtown can pass over railroad tracks, reducing conflicts between cars, trucks and trains
- eliminates car and truck delays caused by passing trains
- provides faster and safer access from I-5 and I-90 to the Port of Seattle, the waterfront, South Downtown Seattle, and the ferry terminal

Traffic data

Auto Traffic

Approximately 23,000 drivers will use the new onramp each day.

Train Traffic

Trains crossing under the new ramp and across South Royal Brougham Way daily include:

- 12 Sound Transit Sounder commuter trains, projected to increase to 44 per day by 2005 or late 2006.
- 20 Amtrak trains, projected to increase to 40 per day by approximately 2023.
- 40 BNSF freight trains, projected to increase by approximately 3 percent per year.

Delay

In 1997 auto and truck traffic delays due to increasing freight and passenger train activity were estimated to grow from 3 hours in any 24-hour period to five hours by 2015. (from WSDOT Environmental Assessment, 1997).

Timeline

This project was completed on schedule:

- Project Environmental Assessment Issued: March 1997
- Project construction started: April 2001
- Overpass on South Atlantic Street between Occidental Avenue South and 4th Avenue South opened: May 2003
- Eastbound onramp to I-5 and I-90 from Atlantic Street open to traffic by: October 8, 2003

Freight Action Strategy (FAST) Corridor

The Freight Action Strategy (FAST) Corridor is an innovative partnership comprising the ports of Seattle, Everett and Tacoma, and King, Snohomish and Pierce counties, twelve cities, the railroads, the trucking industry and transportation organizations that combine funds to prioritize and deliver projects.

Since 1996, the FAST partners studied freight movement via rails, roads and shipping ports to develop projects that move freight more efficiently, improve safety and reduce chokepoints.

The SR 519 Intermodal Access Project is the sixth of fifteen FAST Corridor projects in phase one. For more information about FAST projects visit <http://www.wsdot.wa.gov/mobility/fast/>.

By the numbers

The project uses:

- 23,250 cubic yards of concrete
- 2,500 tons of reinforcing steel
- 2,250 tons of structural steel for girders
- nine retaining walls
- seven new bridge structures:
 - five are steel reinforced concrete box girder structures
 - one structural steel plate girder
 - one structural steel box girder
- 71 drilled shafts ranging in size from 4 to 10 feet in diameter and up to 90 feet in depth were installed for the bridges
- 1.4 new lane miles
- one pedestrian plaza, between 3rd and 4th, that provides access to the Atlantic overpass

Upcoming closures

The intersection of 4th Avenue South and South Royal Brougham Way will be closed for a one-week period in late October or early November. This will allow crews to complete demolition of the structure that formerly connected 4th Avenue South to eastbound I-90. Demolition will also require the closure of the westbound I-90 off-ramp.